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1-12. (CANCELED)

13. (CURRENTLY AMENDED) An automated power-split multi-speed transmission (1), comprising:

at least [[a]] first, [[a]] second and [[a]] third power branches (P1, P2, P3),

the first power branch (P1) is connected to a first shaft (2), the second power branch (P2) is connected to a second shaft (3) and the third power branch (P3) is connected to a third shaft (4), and the first, the second and the third shafts (2, 3, 4) communicate with a downstream planetary gearset (5),

the first shaft (2) is configured with having at least a first partial transmission ratio (i1), the second shaft (3) is configured with having at least a second partial transmission ratio (i2) and the third shaft (4) is configured with having at least a third partial transmission ratio (i3),

the first power branch (P1) [[has]] having a first control element (S6) for connecting the first power branch (P1) to a power flow at the first partial transmission ratio (i1), the second power branch (P2) [[has]] having a second control element (S5) for connecting the second power branch (P2) to a power flow at the second partial transmission ratio (i2), and the third power branch (P3) [[has]] having a third control element (S1) for connecting the third power branch (P1) to a power flow at the first partial transmission ratio (i3), [[and]]

at least one of the second and the third shafts (3, 4) of the planetary gearset (5) interacting with an additional control element (S2, S4), via which the at least one of the second and the third shafts (3, 4) can be supported in relation connected to a housing (6), and

a third additional control element (S3) being arranged between the second and the third shafts (3, 4) of the planetary gearset (5), the third additional control element (S3), in a closed an engaged state, blocks the planetary gearset (5), being arranged between the second and third shafts (3, 4) of the planetary gearset (5), and the transmission (1) having eight forward gears.

14. (CURRENTLY AMENDED) An automated power-split multi-speed transmission (1), comprising:

at least [[a]] first, [[a]] second and [[a]] third power branches (P1, P2, P3),

the first power branch (P1) [[is]] being connected to a first shaft (2), the second power branch (P2) [[is]] being connected to a second shaft (3) and the third

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power branch (P3) [[is]] being connected to a third shaft (4), and the first, the second and the third shafts (2, 3, 4) communicate with a downstream planetary gearset (5),

the first shaft (2) is configured with having at least a first partial transmission ratio (i1), the second shaft (3) is configured with having at least a second partial transmission ratio (i2) and the third shaft (4) is configured with having at least a third partial transmission ratio (i3),

the first power branch (P1) [[has]] having a first control element (S6) for connecting the first power branch (P1) to a power flow at the first partial transmission ratio (i1), the second power branch (P2) [[has]] having a second control element (S5) for connecting the second power branch (P2) to a power flow at the second partial transmission ratio (i2), and the third power branch (P3) [[has]] having a third control element (S1) for connecting the third power branch (P1) to a power flow at the first partial transmission ratio (i3), and

at least one of the second and the third shafts (3, 4) of the planetary gearset (5) interacting with an additional control element (S2, S4), via which the at least one of the second and the third shafts (3, 4) can be supported in relation connected to a housing (6) and a third additional control element (S3), being arranged between the second and the third shafts (3, 4) of the planetary gearset (5), the third additional control element (S3), in a closed an engaged state, blocks the planetary gearset (5), being arranged between the second and third shafts (3, 4) of the planetary gearset (5), and the transmission (1) having nine forward gears.

15. (CURRENTLY AMENDED) The transmission according to claim 13, wherein the third control element (S1) is provided in the third power branch (P3); the second control element (S5) is provided in the second power branch (P2);

the first control element (S6) is provided in the first power branch (P1); the third shaft (4) of the planetary gearset (5) is supported on connectable to the housing (6) by means of a first additional control element (S2);

the second shaft (3) of the planetary gearset (5) is supported connectable to the housing by means of a second additional control element (S4); and

the third additional control element (S3) is provided between the second and the third shafts (3, 4) of the planetary gearset (5).

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16. (CURRENTLY AMENDED) The transmission according to claim 13, wherein for shifting the engaging a first forward gear, [[the]] a second additional and the first control elements (S4, S6) are closed engaged; for shifting the engaging a second forward gear, the third additional and the first control elements (S3, S6) are closed engaged; for shifting the engaging a third forward gear, the second and the first control elements (S5, S6) are closed engaged; for shifting the engaging a fourth forward gear, the third additional and the second control elements (S3, S5) are closed engaged; for shifting the engaging a fifth forward gear, the third and the first control elements (S1, S6) are closed engaged; for shifting the engaging a sixth forward gear, the third control element (S1) and the third additional control element (S3) are closed engaged; for shifting the engaging a seventh forward gear, the third and the second control elements (S1, S5) are closed engaged; and for shifting the engaging an eighth forward gear, the third control element (S1) and the second additional control element (S4) are closed engaged.

17. (CURRENTLY AMENDED) The transmission according to claim 14, wherein for shifting the engaging a first forward gear, [[the]] a first additional and the first control elements (S2, S6) are closed engaged for shifting the engaging a second forward gear, [[the]] a second additional and the first control elements (S4, S6) are closed engaged; for shifting the engaging a third forward gear, the third additional and the first control elements (S3, S6) are closed engaged; for shifting the engaging a fourth forward gear, the second and the first control elements (S5, S6) are closed engaged; for shifting the engaging a fifth forward gear, the third additional and the second control elements (S3, S5) are closed engaged; for shifting the engaging a sixth forward gear, the third and the first control elements (S1, S6) are closed engaged; for shifting the engaging a seventh forward gear, the third control element (S1) and the third additional control element (S1, S3) are closed engaged; for shifting the engaging an eighth forward gear, the third and the second control elements (S1, S5) are closed engaged; and for shifting the engaging a ninth forward gear, the third control element (S1) and the second additional control element (S1, S4) are closed engaged.

18. (CURRENTLY AMENDED) The transmission according to claim 13, wherein for shifting engaging a reverse gear the first additional and the second control elements (S2, S5) are closed engaged.